OHIO
PUBLIC WORKS
FOR YOU

The Ohio Public Works Commission

65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CB08C

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: GREEN TOWNSHIP CODE# 061- 31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 /21 /98

CONTACT: Fred B. Schlimm,Jr. PHONE # (513) 574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Colonial Drive Storm Sewer Improvement Project

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
X3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X1. Grant $696,384
__2. Loan $_____
__3. Loan Assistance $_____
MBE SET-ASIDE OFFERED
Construction $_____
Procurement $_____

PROJECT TYPE
(Check Largest Component)
__1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
X6. Stormwater

TOTAL PROJECT COST:$ 773,760 FUNDING REQUESTED:$ 696,384

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT:$696,384.00 LOAN ASSISTANCE:$_____
LOAN: $_____ %_____TERM: _____yrs. (Attach Loan Supplement)

(Check Only 1)
_X_State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

DISTRICT MBE SET-ASIDE
Construction $_____
Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$_____.00	_____	_____
	2. Final Design	$_____.00	_____	_____
	3. Other Engineer Services *	$_____.00	_____	_____
	Supervision	$_____.00		
	Miscellaneous	$_____.00		
b.)	Acquisition Expenses:			
	1. Land	$_____.00		
	2. Right-of-Way	$_____.00		
c.)	Construction Costs:	$773,760.00	_____	_____
d.)	Equipment Purchased directly:	$_____.00	_____	
e.)	Other Direct Expenses:	$_____.00	_____	_____
f.)	Contingencies:	$_____.00	_____	
g.)	TOTAL ESTIMATED COSTS:	$773,760.00		

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

			%
a.)	Local In-Kind Contributions	$_____.00	_____
b.)	Local Public Revenues	$77,376.00	10
c.)	Local Private Revenues	$_____.00	_____
d.)	Other Public Revenues		
	1. ODOT PID# _____	$_____.00	_____
	2. EPA/OWDA	$_____.00	_____
SUB TOTAL LOCAL RESOURCES:		$77,376.00	10
e.)	OPWC Funds		
	1. Grant	$696,384.00	90
	2. Loan	$_____.00	_____
	3. Loan Assistance	$_____.00	_____
SUB TOTAL OPWC RESOURCES:		$696,384.00	
f.) TOTAL FINANCIAL RESOURCES:		$773,760.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Colonial Drive Storm Sewer Improvement Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

North off of Cleves-Warsaw to north terminus, approximately 1684' in length or .32 miles.

See attached map.

PROJECT ZIP CODE: 45238

b: PROJECT COMPONENTS:

Complete reconstruction of storm sewer system serving Colonial Drive and westernmost portion of Ralph Avenue. New sewer trunk line to be increased 60% in size to accommodate 10 year storm flows. Pavement to be reconstructed as storm and sanitary sewer trenches will have rendered existing pavement in poor condition.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing storm system is a combination of CMP, concrete, and vitrified clay pipe, ranging in size from 12" up to 36" in diameter. The new storm sewer system will be all concrete pipe ranging in size from 12" to 60" in diameter, with the 60" pipe, at 1063', making up the majority of new pipe installed.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

The new storm sewer system is designed to adequately handle storm water generated from the 96 acre drainage basin it will serve.

2.3 USEFUL LIFE / COST ESTIMATE: **Project Useful Life:** 20 **Years.**

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$773,760	100%
State Funds Requested for Repair and Replacement	$696,384	90%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____	____%
State Funds Requested for New and Expansion	$_____	____%

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	1/20/99	6/30/99
4.2	**Bid Advertisement:**	7/1/99	7/23/99
4.3	**Construction:**	9/1/99	6/30/00

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX

Thomas R. Maley
Administrator
6303 Harrison Avenue
Cincinnati, Ohio
45247
(513) 574 - 4848
(513) 574 - 6260

5.2 CHIEF FINANCIAL OFFICER
TITLE
STREET
CITY/ZIP
PHONE
FAX

Stephen E. Grote
Clerk
6303 Harrison Avenue
Cincinnati, Ohio
45247
(513) 574 - 4848
(513) 574 - 6260

5.3 PROJECT MANAGER
TITLE
STREET
CITY/ZIP
PHONE
FAX

Fred B. Schlimm, Jr.
Superintendent of Roads, Maintenance, & Public Works
6303 Harrison Avenue
Cincinnati, Ohio
45247
(513) 574 - 8832
(513) 574 - 6260

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

_X_ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

_X_ A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

_X_ A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. **(Attach)**

_X_ Capital Improvements Report: (Required by 164 O.R.C. on standard form)
- ___ A: Attached.
- _X_ B: Report/Update Filed with the Commission within the last twelve months.

___ Floodplain Management Permit: Required if project is in 100-year floodplain. See Instructions.

___ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: **Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

Thomas R. Maley, Administrator
Certifying Representative (Type or Print Name and Title)

Thomas R Maley
Signature/Date Signed /

COLONIAL DRIVE
GREEN TOWNSHIP
ESTIMATED QUANTITIES
JMA #1837

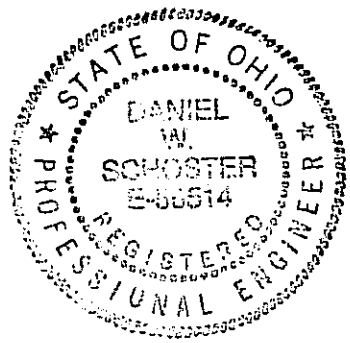
8/28/98

ITEM#	DESCRIPTION	UNIT	EST. QUANT.	UNIT PRICE	TOTAL
201	Clearing & Grubbing	LS	1	2,500	2,500
202	Pavement Removed	CY	2260	15	33,900
202	Manhole / Inlets Removed	EA	17	250	4,250
203	Embankment	CY	400	3	1,200
203	Undercut Removed & Replace	CY	1000	60	60,000
301	Bituminous Aggregate Base 3 1/2"	CY	528	70	36,960
304	Aggregate Base 10"	CY	1506	40	60,240
404	Asphalt Surface Course 1 1/2"	CY	226	70	15,820
452	Plain Portland Cement Concrete (for drives)	SY	1200	35	42,000
603	12" Conduit	LF	64	40	2,560
603	15" Conduit	LF	71	42	2,982
603	18" Conduit	LF	39	48	1,872
603	21" Conduit	LF	12	55	660
603	36" Conduit	LF	432	75	32,400
603	42" Conduit	LF	260	90	23,400
603	60" Conduit	LF	1063	150	159,450
604	Manhole MH3	EA	11	1,800	19,800
604	CB3 MH	EA	2	2,500	5,000
603	Catch Basin Type 3	EA	13	1,800	23,400
609	Curb Type 6	LF	3951	10	39,510

ITEM#	DESCRIPTION	UNIT	EST. QUANT.	UNIT PRICE	TOTAL
614	Maintaining Traffic	LS	1	10,000	10,000
623	Construction Layout	LS	1	12,500	12,500
659	Sodding	SY	7170	3	21,510
SPL	Utility Adjustments	LS	1	50,000	50,000
SPL	Water Main Relocation	LS	1	50,000	50,000
SPL	Plug Seal, Fill & Abandon Existing Pipe	CY	600	50	30,000
				Sub Total	$ 736,914
				Contingencies 5%	$ 36,896
				Total	$ 773,760

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

DANIEL W. SCHOSTER, P.E.



green township

ROADS & MAINTENANCE DEPARTMENT
PARKS
6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

September 24, 1998

I, Stephen E. Grote, hereby certify as Green Township Clerk, that the funds being used as the local share for the Colonial Drive Storm Sewer project will be encumbered in January, 1999 and will be available July 1, 1999. These funds total 10% of the estimated construction cost or $77.376.00.

SIGNATURE: _____

TITLE: Clerk

DATE: 9/25/98

green township

administration offices

6303 harrison avenue · cincinnati, ohio 45247-6498 · (513) 574-4848/fax 574-6260

RESOLUTION #98-0914-D

DIRECTING ROAD SUPERINTENDENT TO APPLY FOR FINANCIAL ASSISTANCE IN 1998 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 1999 Ohio Public Works Commission financial assistance through September 25, 1998; and

WHEREAS, the Superintendent of Roads and Maintenance feels the Colonial Drive Storm Sewer Improvement Project will qualify for financial assistance; and

WHEREAS, the Road Superintendent prepared the following project construction cost estimate:

PROJECT NAME & STREET INCLUDED	EST. TWP. COST $	EST. GRANT COST $	EST. TOTAL COST $
Colonial Drive Storm Sewer Improvement Project			
Colonial Drive (entire length)	77,376.00	696,384.00	773,760.00

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, Colonial Drive is a part of the Township Road System under the jurisdiction of this Board of Trustees.

NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Superintendent of Roads and Maintenance to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of $696,384.00 for the Colonial Drive Storm Sewer Improvement Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 14th day of September, 1998.

Mr. Upton Yes Mr. Proffitt Yes Mr. Seitz Yes

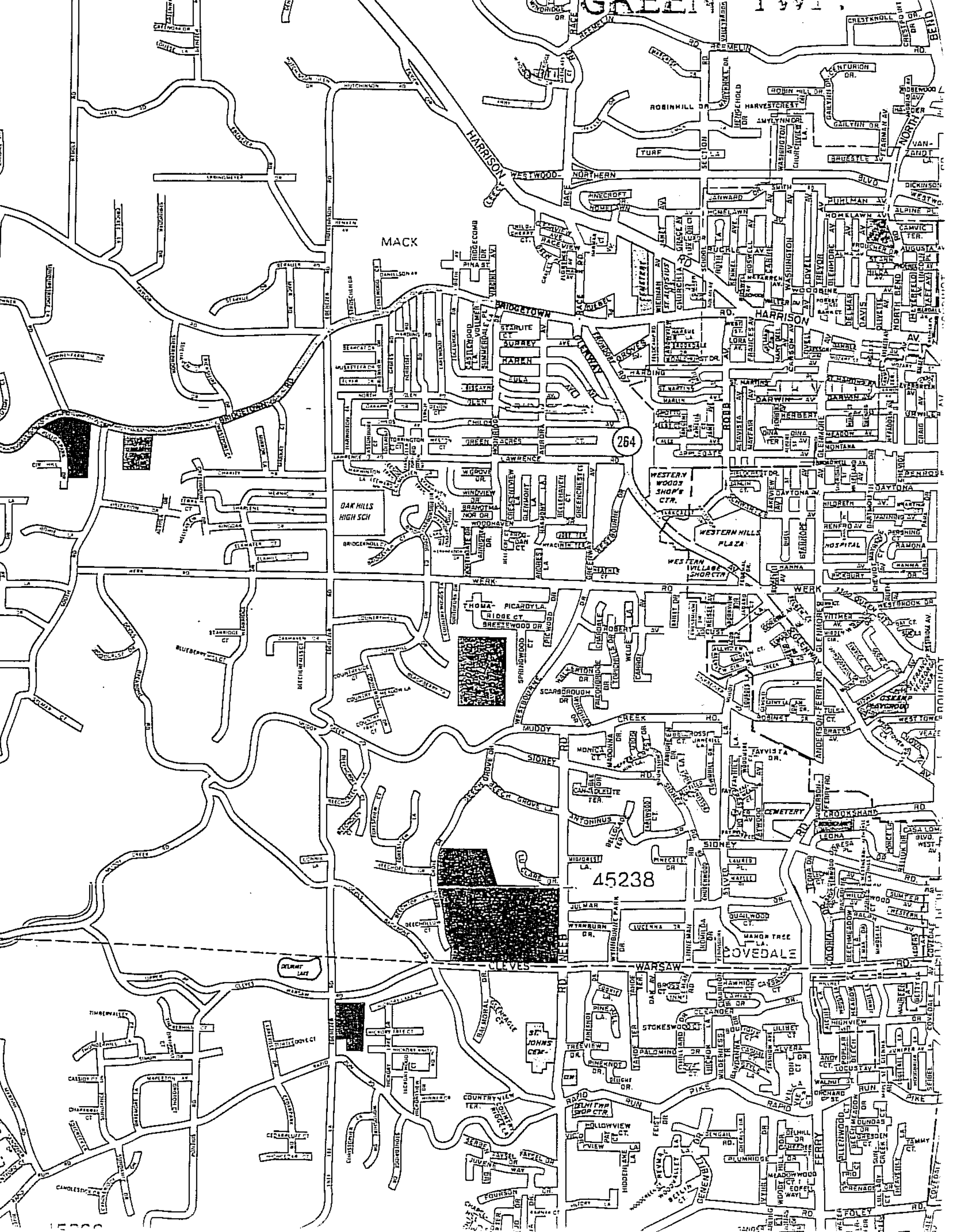
CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 14th day of September, 1998.

Stephen E. Grote
Green Township Clerk
Hamilton County, Ohio

CERTIFICATE OF CLERK
It is hereby certified that the foregoing is a true and correct transcript of a resolution adopted by the Green township board of trustees in session the 14th of Sept. 1998.

Clerk of Green Township
Hamilton County, Ohio



MACK
HARRISON
WESTWOOD-NORTHERN BLVD
BRIDGETOWN RD
HARRISON AV
264
OAK HILLS HIGH SCH
WESTERN WOODS SHOP'S CTR.
WESTERN HILLS PLAZA
WESTERN VILLAGE SHOP CTR
HOSPITAL
WERK RD
MUDDY CREEK RD
SIDNEY RD
BEECH GROVE LA
CEMETERY
45238
COVEDALE
CLEVES WARSAW RD
ST. JOHNS CEM.
DELHI TWP SHOP CTR.
RAPID RUN PIKE
GLENWAY AV
ANDERSON-FERRY RD
NEEB RD
RACE RD

JMA Consultants, Inc.
ESTABLISHED IN 1933
Engineers • Surveyors • Land Planners • Construction Managers

Principals:
James N. Allen, Jr.
John R. Goedde
William R. McCormick
Daniel J. Rensing
Daniel W. Schoster

August 28, 1998

Mr. Fred Schlimm
Green Township
6303 Harrison Avenue
Cincinnati, Ohio 45247

Re: Colonial Drive
JMA #1837

Dear Fred:

Per your request we have completed our review of the Colonial Drive drainage basin. In our study we utilized information (a video tape) supplied by your office and our field investigations.

Per your request, we have completed our review of the Colonial Drive drainage basin. Our investigation included a video tape of the storm sewer system supplied by your office, sanitary sewer improvement plans supplied by MSD and our field investigations. After reviewing these materials we offer the following comments:

The existing storm system consists of a variety of pipes ranging from corrugated metal, vitrified clay to concrete pipe. The pipe sizes range from 12" to 36".

Upon review of the video tape it is my opinion that the condition of the existing pipes has deteriorated beyond repair. Corrugated metal pipes have rusted out and are in danger of collapsing. The vitrified clay and concrete pipes have displaced joints, numerous cracks and structural failures. These separations allow for soil to erode through the opening and causing sink holes in the yards and pavement. It is my opinion that this system has failed and should be replaced.

Further review of the video tape revealed that numerous connections between pipes were made without the benefit of a manhole or cleanout, as a result some blockage has occurred at these intersections thus reducing the capacity of the system.

2021 Auburn Avenue, Cincinnati, Ohio 45219 • (513) 721-5500 • FAX: (513) 721-0607
4780 Industry Drive, Suite 1, Fairfield, Ohio 45014 • (513) 829-2090 • FAX: (513) 829-2175

We obtained a CAGIS map of the entire drainage basin (96 acres) to determine if the existing system had enough capacity to convey the water during a 10 year storm. Our calculations indicate that the existing system is undersized and should be replaced with a 60" storm pipe that would collect water from Brunnerwood and Ralph Avenues as well as Colonial drive. I have enclosed calculations, drainage map and a map showing our proposed solution.

Solution:

Replace the existing dilapidated and undersized storm sewer system with one 60" concrete pipe. This pipe will extend from Cleves Warsaw to Ralph Avenue. At that point it will branch into a 42" pipe which will extend up Ralph Avenue and a 36" pipe which will extend up Colonial Drive to Brunnerwood. This new storm system will collect water from the 96 acre drainage basin and outlet into an existing 90"H x 66"w box culvert which runs beneath Cleves Warsaw Road. Since the installation of a new storm and sanitary sewer systems will compromise the integrity of the existing pavement, the roadway should be reconstructed with a new granular base and asphalt pavement. Please see the attached estimate.

In conclusion it is my opinion that the existing system has failed and should be replaced. This will eliminate localized flooding occurrences on Colonial Drive and convey storm water in a proper manner. The pavement should be reconstructed to County standards in order to provide a safe driving surface.

If you have any questions concerning this report please contact me at 721-5500.

Sincerely,

Daniel W. Schoster, P.E.

JMA Consultants, Inc.
2021 Auburn Avenue, Cincinnati, Ohio 45219 • (513) 721-5500 • FAX: (513) 721-0607
4780 Industry Drive, Suite 1, Fairfield, Ohio 45014 • (513) 829-2090 • FAX: (513) 829-2175

ADDITIONAL SUPPORT INFORMATION

For Program Year 1999 (July 1, 1999 through June 30, 2000), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor X

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Present system is 50 years old. Pipe sizes range from 12" to 36". System is failed from collapsing and separated pipes and is inadequate in capacity. Flooding and sinkholes in yards result from these deficiencies.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1999) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks/(months) (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired?* Yes No (N/A)

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? (Yes) No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 8 weeks/(months)

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See attachment A (following page).

4) What types of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local X

MRF _____ OWDA _____ CDBG _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1998 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds is being committed to this project?

10 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building

3) Health / Safety / Welfare

Substantial impact will be noticed on all three facets of this category. This can be documented by reviewing the support information provided in this application package. This information includes resident's letters and complaints dealing with the impact that flooding and sinkholes caused by inadequately sized and failed storm sewer pipes has had on them. Photographs and a written assessment by a registered engineer also affirms the significance of the problems at hand, and the impact our proposed solution will have to correct them.

Health issues will be impacted by eliminating residential flooding of basements and homes. Mildew and other airborne pathogens that result from water saturated carpeting and upholstery will no longer be a problem, eliminating the hazards for asthmatics and allergy prone residents. Ponding water that sits in rear yards for weeks following flooding incidents will eliminated as well. These areas produced large numbers of mosquitoes this past spring and early summer following at least three major flooding events that took place during this timeframe.

Safety will be impacted by eliminating the flooding of streets, yards, and residences and the elimination of the numerous sinkholes that exist in the area. Street flooding, including the portion of Cleves-Warsaw Pike at its intersection with Colonial Drive, will be eliminated, and along with it the risk of hydroplaning and the stalling of cars and emergency vehicles. Residential flooding has resulted in up to six feet of water being present in the basements of residents. The risk of electrocution and drowning will be eliminated with completion of this project. The flooding of yards will reduce the risk of drowning and other injuries associated with residents battles to protect their property during flooding instances. In some areas water back-ups at the openings of overtaxed storm pipes resulting in four and five foot water depths. The vortexes created at the openings of these pipes present dangers as well. The new system will eliminate both the flooding that is occurring and will enclose many of these sub-standard storm water inlet openings. Sinkholes as deep as three feet will no longer present hazards to residents as they maintain their yards or simply walk through them. A letter from a resident of Colonial Drive, enclosed in this application package, demonstrates the hazard these sinkholes can present. As evidenced in a photo in this packet, utility lines have been exposed in at least one sinkhole. Shorts in electric lines caused by these failures could result in electrocution and the loss of power to residents. Telephone communications could be cut off as well, making it difficult or impossible to contact emergency personnel such as police or fire departments.

The general welfare of the area will be impacted by eliminating the problems that are present. Presently, those residents who have suffered property losses and general inconveniences on more than one occasion live in fear of what the next thunderstorm will bring. Residents are having difficulty selling their homes, as they must legally disclose the problems with flooding and sinkholes at their

property on real estate documents. Property values will increase with the elimination of the flooding and the hazards and nuisances that it causes. Peace of mind is something many of the residents of this area have not been able to live with during the spring, summer, and fall as they worry about possible flooding.

permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No ____

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = _____ X 1.20 = _____ users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

351 Households x 4 = 1404

7) Has the jurisdiction developed a Five-Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The drainage system in question serves a 96 acre drainage basin. This area incorporates the majority of southeast Green Township and a portion of land within City of Cincinnati limits. Over 350 residences served. Sidney Road and Cleves-Warsaw Pike are main arteries served.

9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A

SCIP/LTIP PROGRAM
ROUND 13 - PROGRAM YEAR 1999
PROJECT SELECTION CRITERIA
JULY 1, 1999 TO JUNE 30, 2000

JURISDICTION/AGENCY: Green Twp

NAME OF PROJECT: Colonial Dr

PRELIMINARY SCORE FOR THIS PROJECT: 54

FINAL SCORE FOR THIS PROJECT: 58

RATING TEAM: 4

POINTS

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency) | 5

5 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11.

3 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.

0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions) 23

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

based upon TV

NOTE: If the infrastructure is in "good" or better condition, it will *NOT* be considered for *SCIP/LTIP* funding unless it is an expansion Project that will improve serviceability.

24

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

3

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the Public and the citizens of the District and/or service area? (See Addendum for definitions)

8 10

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

6

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required; however, up to 5 additional points will be awarded according to the Loan & Credit Enhancement scale as stated below. All grant-funded projects require a minimum of 10% matching funds. Points will be awarded according to the following schedule:

Projects *below* $1,000,000	Projects $1M *to* $2M	Projects *above* $2M
10 Pts - 50% or more	10 Pts - 60% or more	10 Pts - 70% or more
8 Pts - 40% to 49.99%	8 Pts - 50% to 59.99%	8 Pts - 60% to 69.99%
6 Pts - 30% to 39.99%	6 Pts - 40% to 49.99%	6 Pts - 50% to 59.99%
4 Pts - 20% to 29.99%	4 Pts - 30% to 39.99%	4 Pts - 40% to 49.99%
2 Pts - 10% to 19.99%	2 Pts - 20% to 29.99%	2 Pts - 30% to 39.99%
	0 Pts - 10% to 19.99%	0 Pts - 10% to 29.99%

Loans & Credit Enhancements

5 Pts - 50% or more
4 Pts - 40% to 49.99%
3 Pts - 30% to 39.99%
2 Pts - 20% to 29.99%
1 Pt - 10% to 19.99%

2

19

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

0

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

1

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

X 3

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

9

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is *field verified* or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.